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1. Petroleum Transports

Increased Denube transportation of petroleum took place during September 1951. All available ships were mustered for this purpose. The shipments took place as follows:

- a. From Giurgiu (Rumania) to Bratislava (Czechoslovakia) Daily average of about 150 railway tank cars. On arrival at Bratislava, the petroleum was pumped straight into railway tank cars.
- b. From Vienna to Szöny (Hungary 3km. east of Komárom*). Daily average slightly greater than 150 railway tank cars. According to the scheduled plan, some 50,000 tons of petroleum must be sent to Szöny.
- 2. To meet the extra demand on shipping some ships were taken off the following runs:
 - a. Wood from Moldavia to Hungary.
 - b. Wheat from Bulgarian harbors to Czechoslovakia.
 - c. Bauxite from Komarom and Adony (4 km. south of Budapest) to Izmail.

3. Ship building

The building of sea-going vessels for reparations still continues in the Ganz Shipyard. In addition, Ganz is now building five ships of 5,000 tons each for Poland. The Obuda yards construct barges as well as shallow-draft vessels, which are designed by Soviet engineers working there.

4. Capacity of Danube Shipping

The Soviet-led Danube Navigation Conference held in September 1951 at Galati (Rumania) has laid down a minimum shipment capacity of 150,000 tons per month to be transported by the Soviet SDGP, the Hungarian MESZHART, and the Rumanian SOVROMTRANSPORT. The average figure was taken between Vienna and Izmail, calculating on eight barges making a return trip within a month. Each barge was reckoned to have an average capacity of 65 railway tank cars.**

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* Comment: About three km. east of Szöny is the large Almasfüzitö refinery.

** Comment: The capacity of the railway tank cars was not specified.

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